

ROCKY MOUNTAIN REGION SAFETY NEWSLETTER

SUMMER 2003

A FEW WORDS FROM LT COL DON JOHANSON, NEW ROCKY MOUNTAIN REGION (RMR) DIRECTOR OF SAFETY. As the new Director of Safety, I encourage all RMR members to make safety and operational risk management (ORM) integral factors in all your activities. The key to a good safety program is being proactive and removing potential risks before an accident or incident occurs. Apply the K.I.S.S. principle – Keep It Simple and SAFE. It doesn't matter if you are a cadet basic or a general officer, you can truly make a difference by **being a leader when it comes to safety!** Occasionally all it takes is one safety savvy individual to say, "what we're about to do is not safe, and I won't do it." Maybe a firm "no" isn't required, but it may be just the catalyst to initiate a safety related ORM discussion and change the operation to make it safer. Not too long ago several flight instructors and their student pilots were preparing for an early morning launch with questionable weather. All that it took was one CFI to finally say "I don't like this weather and I'm canceling." Immediately, the other three flight instructors cancelled. All it took was one person to so no. I empower you all to be the leader and say "no" when a situation becomes unsafe.

SAFELY NAVIGATING THE 101 CRITICAL DAYS OF SUMMER. Many Americans enjoy a multitude of outdoor and fun activities during the 101 days between the Memorial and Labor Day weekends. CAP leaders at all levels should pay special attention to mitigating risks during our typical summer activities. Consider:

- ✂ Vehicle safety -- especially during long road trips or after long activities
- ✂ Dehydration, heat stroke and heat exhaustion
- ✂ Outdoor activities in the vicinity of thunderstorms—lightning strikes fast and kills fast
- ✂ Long periods of members standing in hot formations—it just isn't necessary
- ✂ Unsupervised or undersupervised cadet activities
- ✂ Insect bites and potential allergic reactions
- ✂ Density altitude during high altitude flying

SHARING SAFETY. Got any good safety initiatives? If so, send them to your Wing safety offi-

cers and share them with other squadrons. Don't keep safety ideas and successes secret!

GOOD LANDINGS – THE CULMINATION OF EVERY FLIGHT. Landing accidents accounted for 35.3% of general aviation accidents in 2001 according to the AOPA Air Safety Foundation Nall report and Civil Air Patrol is not immune to landing mishaps. In less than 12 months, RMR corporate aircraft have unfortunately accumulated over \$100,000 in estimated damage during landing mishaps. This photo of a CAP G182 (courtesy of the Colorado Wing Thompson Valley Composite Web Site) shows visible damage following a landing accident with more structural damage hidden under the cowling. While there may not be a silver bullet to eliminating landing



mishaps, we can do better to protect our people and equipment. Some tips for pilots are:

- ✂ Stay proficient and practice landings frequently. The FAA minimum of three every 90s days just doesn't keep a pilot proficient.
- ✂ Fly proper patterns, at proper speeds, and fly stabilized approaches.
- ✂ "Fly" the airplane from "chocks to chocks" and ensure proper control inputs during crosswind landing, rollout, and taxi.
- ✂ Good landings come from good approaches. GO AROUND if the approach isn't right.
- ✂ Get a good landing workout and critique from an experienced CFI.
- ✂ Advance a level in the FAA Wings Program.
- ✂ Participate in safety training sessions like AOPA's new "Ups and Downs" safety seminar.